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Hongkong, 22nd July, 1907.

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All letters for publication should be written on one side of the paper only.

No anonymous or signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, JULY 27TH, 1907.

Very seldom are Parliamentary papers more interesting than a report presented to both Houses in June last, of a journey through Shantung and Kiangsu. The narrator is Mr. W. J. GARNETT, Third Secretary to the British Legation in Peking. He was accompanied by Mr. BRESAN, a student interpreter. The land journey was made in September-October last year, from Chefoo and Weihai, along the coast to Tsingtau, rail inland to Chinanfu, and south to the Grand Canal at Chingchow, through Kiangsu to Chinkiang, and thence to Soochow and Shanghai. At Chefoo he inspected an undertaking of which we have hitherto heard very little—Baron Bano's wine-making establishment. He writes:

Some ten years ago a wealthy Chinaman at the Straits Settlements conceived the idea of cultivating the grape in China for the purpose of an extensive wine trade, and he secured the services of an Austrian expert, Baron von Bano, for this purpose. Land was bought on the slopes of the hills behind Chefoo, and many acres planted with vines from every vine-producing country. More land is still frequently acquired in the valley behind and planted in the same way, but the price of land has now gone up considerably. Both black and white grapes are grown. Phylloxera has attacked them from time to time, but never to any disastrous extent. The grapes are brought in to the establishment in the town, and there the wine is made and stored in special casks capable (the largest) of holding as much as 15,000 litres (18,000 bottles of wine). These casks were constructed in Austria in sections, and so shipped to Chefoo, where they were put together in the cellars. These cellars, begun four years ago, took two years to complete, and are built below the level of the sea; they are lined with concrete, as it

was found that otherwise they were being constantly flooded. They are extensive, and already hold a great number of casks full of wine, the name and year of the latter being inscribed outside every cask. Though it is ten years since this work began, no wine is to be put on the market for another two years. This market is to be the Chiao coast. Baron von Bano would not say what price the wine was to be sold at, but, considering that the capital will have been locked up for twelve years, the sale price will doubtless not be a low one. I tasted several kinds of wine, both red and white, and found them excellent.

Crossing the promontory southwards from Weihai, he noticed that a good deal of opium was being smoked, and made enquiries as to the probable effect of the recent Edicts. The reply was that these would be ineffective, the reason given being that the high officials were opium smokers. He was told that the Edict would probably be as little regarded as that relating to the women squeezing their feet. The natural feet Edict was placarded at the Yamen, but the public said: "When the Mandarin's wife and daughters cease to bind their feet, we will follow their example." Except when nursing Tsingtau, roads in the German leased territory were as bad as on Chinese soil, and even there were not to be compared with the British Weihai thoroughfares. One good feature, however, was the provision of trustworthy finger posts, and tablets giving the name of each village passed through. Mr. GARNETT's experience was like Dr. MORRISON's. There was no apparent enmity to foreigners, and even the highway robbers let foreigners pass unmolested. The traveller has to suffer a good deal of inconvenience from the usual friendly curiosity of the natives. He has the status of a circus procession everywhere. Many of our readers know what Chinese inns are, but for the sake of those who don't, we quote:

Nearly every village possesses an inn, and the only difference between these inns is the varying amount of discomfort the traveller has to endure, for none are good. We found that the inns in Eastern Shantung were distinctly inferior to those in the central portion of the province. The best room of a Chinese inn consists of four walls, a thatched roof, and a door (though this latter is not essential). Inside the room the floor is of mud and very far from being level, and there is the "hang," or Chinese bed-place, on which camp-beds can be erected. Chairs and a rickety table can frequently be obtained, though the innkeeper may have to borrow them from his neighbour. There are always windows covered with filthy paper broken away in a thousand places, but rarely is glass to be met with, except, perhaps, in a large town inn. The walls are usually of mud bricks, sometimes partially covered with paper as filthy as that which acts as windows, and usually bearing a few red-paper Chinese characters expressing "Happiness" and similar good wishes, or bearing a quotation from the classics. In many cases the walls do not all touch the ceiling, or other several bricks have been removed from various parts of the wall, and the rooms are in consequence always open to the air somewhere. It is, perhaps, needless to say that the dirt of the rooms is usually very horrible, and there is plenty of vermin. The door, which, as a rule, has the wherewithal to close it in the shape of a huge wooden bolt, frequently ends a foot from the ground, and in consequence the traveller may find in the morning that he has had visitors during the night in the shape of cats, dogs, chickens, and even pigs! As a matter of fact, when the inn-room is really too bad for the traveller can usually obtain a night's lodging from some other house in the village. The question of payment is always a difficult one. The innkeeper never likes to tell the guest the price, as he is terrified of paying a sum smaller than the guest would pay if left to himself to decide; but the right price seems to be about 20 cents (4s.) for a night's lodging. If the traveller consumes a fair number of eggs and has a fire-lighted for boiling their water. This price, of course, excludes payment for the mules and drivers, and is merely personal. Eggs and chickens can nearly always be obtained in the villages, also Chinese bread, which is by no means bad when the outer coating has been pulled off. In the larger villages it is possible to obtain the Chinese equivalent for a table d'hôte dinner, which consists of four or five little Chinese dishes which are quite pleasant if one cares for Chinese food. The guest-room of a Chinese inn always opens out to the yard, in which the various mules and other animals stand; and in hot weather this is very unpleasant, and at night the noise of the muleteers and of the mules jingling their bells and neighing is very disagreeable; but there is no way out of this difficulty. In every well-known town or village, where the town gates are closed at night, the innkeeper is to be found outside the walls of the inn, for the sake of belated travellers.

Mr. GARNETT gives an excellent account of the various vehicles available—the account, not the vehicles, being excellent, and he praises the climate of Shantung. Like all recent travellers, he noticed the omnipresence of things Japanese. Shantung is infested with missionaries of all sects, but that is not Mr. GARNETT's word. "After a short but careful study of the question," he says, he has no doubt of the extreme usefulness of their work, meaning, not "evangelization, as it is called," but the work of educating the people. He admires them as schoolmasters, and this we can also do; but it would be better all round were their teaching unsectarian. The "passive resistors" at home who have made such a fuss about payment of education rates might consider afresh their subscriptions to foreign missions, but probably they do not mind sectarianism so long as it is the right kind. A longer and more careful study of the subject may convince Mr. GARNETT that he has perhaps

not said all there is to say. His contribution to the discussion is almost as irritatingly inadequate as the replies mentioned in the following quotation:

The natives in China are extremely irritating when one asks the way of them. To-day the following conversation ensued, which ended in the usual unsatisfactory manner. We asked a native, "Is this the way to Tsouhsien?" He replied, "Are you going to Tsouhsien?" We replied, "Yes, is this the way?" He answered, "Oh, you are going to Tsouhsien, are you? Where do you come from?" We replied, "From Chingchow; please is this the way to Tsouhsien?" He answered, "Oh, you've come from Chingchow, have you? Are you going into the city walls of Tsouhsien?" Finally the native says he doesn't know the way to Tsouhsien and a quarter of an hour has been wasted. I experienced another instance of native stupidity last March in the mountains some 80 miles from Peking. I asked an ancient villager at the entrance to his village what the name of it was. After many questions and replies as to who I was, where I had come from, where I was going to, and why I wanted to know the name of the village, when he replied, "How should I know? I am not a learned man."

The plague total at date is 195 cases. There were three yesterday.

The French mail of the 25th June was delivered in London on the 25th instant.

For sleeping in Blake Gardens three natives were yesterday fined \$2 apiece by Mr. G. N. Orme, at the Police Court.

A cow who was knocked down by a tramcar opposite the Owl Grill Rooms on Thursday evening was removed to hospital. There it was found he had been badly bruised, but not seriously hurt.

The Volunteer Movement at Hongkong has flourished. It is now proposed to form an Infantry Company with a cyclist detachment, and Captain Thompson, in an advertisement elsewhere, invites recruits.

A banker named John Farson has introduced an evening suit of full white to Chicago society. The coat had satin facings, the waistcoat with a crease in pale cream satin, embroidered with delicate rows of pink and yellow. Everybody, including Mr. Farson, was happy. Mr. Farson is a social leader with convictions, and with the courage of them. To him, according to American commentators, will be due much of the credit for the twentieth-century man which shall escape from that monotony of black to which nineteenth-century conservatism bound him.

At the meeting of the Legislative Council held yesterday afternoon, the report of the assessment of the Colony for the year 1907-1908 was laid on the table. It showed a decrease in the valuation of property in the Colony of Hongkong of \$275,935, or 2.52 per cent. The decrease in the City of Victoria is \$315,893, while Kowloon Point, Yaukai, Hungshom, Monoketani and the Kowloon villages show an increase of \$9,898. The report further states that the number of reported vacant tenements in the City of Victoria inspected under section 35 of the Rating Ordinances averaged about 218 monthly, against 220 last year.

The German Emperor invited the Japanese Ambassador in Berlin, Mr. Inouye, Japanese Naval Attaché, Vice-Admiral Iwano, commander of the Japanese squadron, to join the Imperial party on board his Majesty's yacht "Meteor" for the schooner races at Kiel. Next morning the Emperor visited the Japanese cruisers in Kiel Harbour. Speaking in English, on board the Teikoku, his Majesty said:—"I bid you and your ships a cordial welcome to this port in my name, in that of my navy, and of my country. I highly appreciate the gracious thought of his Majesty the Emperor of Japan in sending this squadron to Kiel. I congratulate you on the appearance of your ships and your fine crews, and I trust and hope that the Japanese and German navies may always work together as good friends and comrades, and that their success may always find side by side for the maintenance of peace and order in the world." The Japanese Ambassador and the Japanese officers, together with Captain Dumas, British Naval Attaché in Berlin, had the honour of being invited to luncheon on board the Imperial yacht "Hohenzollern."

Mr. T. E. Hammond, a member of the London Stock Exchange, has walked for eighteen hours at a stretch, at the rate of 54 miles an hour. This remarkable performance is thus referred to in a London contemporary. A splendid record performance was accomplished by T. E. Hammond in the walking race which the Surrey Walking Club decided, during the hours between Friday evening and Saturday afternoon last, on the road between London and Brighton and back. The total distance was 104½ miles, and this T. E. Hammond covered by strictly fair walking, in 19hrs. 13mins. 37secs. against the former best of 20hrs. 31mins. 53secs. which was accomplished in November, 1903, by H.W. Horden of the same club. J. R. Barnes Moss finished next to Hammond in 20hrs. 23mins. 32secs. thus also beating the former record, and W. Brown third in 20hrs. 38mins. 1sec. Hammond did not attempt to take the lead until about 25 miles had been covered, but he was always walking well within himself, and excepting for a slight blister on one of his feet, he finished fresh and well. His performance beats all world's amateur and professional track records for the same distance. Excepting for a blistered toe, Hammond was quite strong and well, and after a hot bath appeared to be as fresh as when he started. The merit of his performance may be gathered from the fact that when he reached the 100th mile his time (17hrs. 25mins. 2secs.) beat both the professional and amateur world's records—the former standing to the credit of W. Howe at 18hrs. 5mins. 6secs., and the latter to the credit of the late A. W. Sinclair at 19hrs. 41mins. 50secs.—both accomplished over a quarter of a century ago. Hammond is about twenty-nine years of age, 5ft. 11½ in. high, and weighs about 10st.

A case in which two Japanese were concerned came before the Pains Judge yesterday, but as neither of the parties could speak English and there was no interpreter, the hearing had to be adjourned. To give them an opportunity of learning what was expected, the Pains Judge directed that they be given a slip of paper on which was written "Tuesday, 2 p.m.," the inference being that this would be translated.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—March—"Fairy Glen," "Syringa," "Glor Selection," "Tollanthe," Sullivan Song—"The Flight of Ages," "Bever Selection," "The Orchid," "Caryl Two Step," "Naraho," "Alatyno." DINNER MENU.—Hors-d'œuvre—Caviare and Eggs Canapés. Soup—Jellied Soup. Fish—Fried Sole and Anchovy Sauce. Entrées—Egg and Asparagus, Veal Cutlets and Tomato Sauce, Shrimp Patties. Curry—Gambusia Curry. Roast Leg of Mutton and Mint Sauce. Roast Turkey and Cranberry Sauce, Boiled Ox Tongue and Caper Sauce, Cold Roast Sirloin of Beef and Cucumber Salad. Sweets—Rice Pudding, Strawberry Ice Cream and Finger Cakes. Tipical Cheese Biscuits. Dessert—Coffee—Fruits.

## THE BRIBERY CASE.

ACQUAINTED CONVICTED.

The charge of bribery preferred by Sanitary Inspector D. O'Halloran against Chuk Tsang, boarding-house keeper at 69, Connaught Road Central, was heard before Mr. G. N. Orme at the Police Court yesterday afternoon.

The Crown Solicitor, Mr. G. E. Morrell, prosecuted, and Mr. A. Jackson (of Messrs Johnson, Stokes and Masters) appeared for the defendant.

Mr. Jackson stated that he was instructed to plead guilty, but asked his Worship to consider what the penalty ought to be, irrespective of the penalty mentioned in the Ordinance, which was two years' imprisonment with the alternative of a \$500 fine. The defendant in this case was rather an ignorant man, who offered a bribe of \$10, which amount brought the case within the jurisdiction of his Worship. The defendant, he understood, believed that the \$10 was a fine inflicted upon him for not producing his register or something of that sort. The crime, he submitted, was not such a serious one after all. In Hongkong a great many Europeans had been bribed to some effect. This had particularly been the case among Sanitary Inspectors. He did not allege anything against them as a body, but in particular instances. The poor Chinaman, who thought he might get into trouble did not think it a very serious crime to offer a sum of money to the Sanitary Inspector. The Chinese were practically a nation of bribes from the highest to the lowest and they lived in a land of corruption.

Mr. Morrell informed his Worship that after all the troubles of the number of Chinese who were examined before the Commission, the defendant must have been perfectly well aware of the seriousness of the offence of offering a bribe. As to being ignorant, he had been the owner and licensee of the boarding-house since 1904. The speaker thought this was a case in which an example should be made. It was not as though the offence occurred before the Commission, when no fuss was made about bribes, but there had been a deal of trouble since and several inspectors had been dismissed from the service. It was not only inspectors, but Chinese as well who were up before the Commission and examined. He submitted that in this case there ought to be a heavy penalty.

Mr. Jackson—Of course I am in your Worship's hands, but I would ask for a small penalty.

His Worship—The defendant is a boarding-house keeper of some years' standing, and therefore was in a better position than most to know what he was doing.

Mr. Jackson—He does not look a very enlightened person.

Mr. Morrell—He has been a boarding-house keeper for three years.

His Worship—Has he got a license?

Mr. Jackson—Yes.

His Worship—If he takes on a big undertaking like this after the Commission it is his own fault. I should have thought he would have had a rest for sometime. This is obviously a case in which I should make an example.

Mr. Jackson—I suggest it should not be an offence at all to offer bribes to sanitary inspectors. They should be above it.

Mr. Morrell—It is laid down as an offence in the Ordinance.

Mr. Jackson—But I suggest that it should not be.

Mr. Morrell—Your Worship must deal with the law as laid down in the Ordinance.

His Worship (to Inspector Warnock)—Do you know anything about this man?

Inspector Warnock—I believe he has been before the Court once.

Mr. Jackson—He was fined \$7 for overcrowding some time ago.

His Worship—In consideration of his having pleaded guilty I will make the sentence half what it should have been. The defendant will be sentenced to three months' imprisonment.

Mr. Jackson—I would ask your Worship to inflict a fine instead.

His Worship—I don't know. To the rich a fine is no punishment.

Mr. Jackson—He is not rich. He is very poor.

His Worship—If this course had not been taken, I would have given him six months.

Inspector Warnock—What about the disposal of the \$10, your Worship?

His Worship—Put it in the poor box.

Mr. Jackson asked that the money should be returned.

His Worship—The general rule is that a bribe should be put in the poor box. It shall be in this instance.

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE TERRITORIAL ARMY BILL.

LONDON, July 24th.

The Territorial Army Bill has passed a unanimous third reading in the House of Lords.

## THE "KAISER WILHELM II."

LONDON, July 24th.

The North German liner *Kaiser Wilhelm II.* has been refloated.

## THE UNREST IN INDIA.

LONDON, July 24th.

The Maharajah Bikaner has written a long letter to the *Times* in which he states clearly the position of the Indian Princes, and declares that while the present policy continues the Indian Princes will remain unflinchingly loyal, and if ever a crisis comes they will cast in their lot with the British.

## CRICKET.

LONDON, July 24th.

Owing to a wet wicket there was no play at Lords yesterday, and the crowd mostly demanded the resumption of the match, (2 Lancashire v. Middlesex) tramping on the pitch. MacLaren thereupon refused to continue, and the match was abandoned.

## THE PEKING-PARIS MOTOR RACE.

LONDON, July 24th.

Prince Borghese has arrived at Kuzan.

## THE KOREAN DELEGATES TO THE HAGUE.

LONDON, July 24th.

The Korean Delegates to the Hague Conference have sailed from Southampton for America. Prince Yong, interviewed by Reuter's said that they intended to visit President Roosevelt and the principal cities of America and to return to England. The Mission was despatched by the Emperor, who knowing that his enforced abdication was impending, said to them: "If I am murdered, continue your mission, and restore an independence which has existed for 500 years." Prince Yong added that the abdication was due to Japanese money and Korean traitors.

## LAUNCH OF A CRUISER.

The new armoured cruiser "Inflexible," which is to steam 25 knots, was launched from Messrs John Brown and Co.'s yard, Clydebank, on June 26th. The vessel is endowed with immense fighting power, and is sister ship to the "Indomitable" and "Invincible." She has a displacement of 17,250 tons; her length is 550ft. and beam 78ft. 6in. She has cost to build £1,730,000. The naming ceremony was performed by Lady Blythwood.

At a luncheon held later Mr. Charles E. Ellis, managing director, gave the toast of "H.M.S. Inflexible," and referred to the extraordinary advance made in naval architecture with recent years. Rear-Admiral J. E. Bearcroft, C.B., responded. The vessel, he said, was one of those which would compose a very powerful squadron of cruisers. When completed they would embody a large number of new ideas and alterations both in construction and in detail of armament. There were so many things in these ships that were more or less of an experiment that it was almost impossible to go into details of their fittings.

Replying on behalf of the builders Mr. Fifth, deputy chairman, said some hard things had been said by certain members of the House of Commons in regard to the Admiralty's having placed the contract for that ship and one or two others without tenders apparently having been obtained. He could only think it was perhaps because of the fact that such vessels as the *Jupiter*, the *Terrible*, the *Sulphur*, the *Leviathan*, and various others had given the Admiralty such satisfaction, and the way they were treated by this company made them feel that, whether they asked for a tender or whether they placed the vessel unreservedly in the hands of the company, they would receive treatment they would never afterwards regret. With regard to Messrs. Brown and Co.'s connexion with Messrs. Harland and Wolff, it was being looked forward to with pleasure by the directorate, and he hoped it would be a success to the firm.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 26th at 11.55 a.m.—Yesterday afternoon the depression was approaching the neighbourhood of Haiphong.

The depression has risen slightly in Hongkong, and fallen moderately over the E. coast of China and N.E. Japan.

The area of low pressure lying over W. Japan yesterday, appears to be moving away over N.E. Japan.

The barometer is inclined to fall over the Loochoos and the Philippines, and pressure seems to be again in defect over the Pacific to the N.E. of Luzon.

Moderate variable winds may be expected in the Formosa Channel, and moderate S. and variable winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	S. or variable winds, light; fair.
Formosa Channel	Variable winds, moderate.
South coast of China between Hongkong and Loochoos	S. as N. 1.
South coast of China between Hongkong and Hainan	S. winds, moderate.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 23rd instant in the Council Chamber.

PRESENT:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, Hon. Mr. F. H. MAY, C.M.G.

Hon. Mr. A. M. THOMSON, (Colonial Secretary).

Hon. Mr. H. H. J. GOMPERTZ, (Attorney-General).

Hon. Mr. C. McI. MESSER, (Colonial Treasurer).

Hon. Mr. W. CATHAM, C.M.G., (Director of Public Works).

Hon. Mr. F. J. BADELEY, (Captain-Superintendent of Police).

Hon. Dr. Ho Kai, M.B., C.M., C.M.G.

Hon. Mr. E. OSBORNE.

Mr. A. G. M. FLETCHER, (Clerk of Council).

## MINUTES.

The minutes of the previous meeting were read, and confirmed.

## FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Officer Administering the Government, laid on the table the Financial Minutes, Nos. 33 to 35, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

## FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Officer Administering the Government, laid on the table the report of the Finance Committee (No. 6), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

## PAPERS.

The COLONIAL SECRETARY, by command of His Excellency the Officer Administering the Government, laid on the table the Report on the Assessment for the year 1907-1908.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled "An Ordinance relating to Life Insurance Companies."

The COLONIAL SECRETARY seconded, and the Bill was read a third time, passed, and became law.

HIS EXCELLENCY—The Council stands adjourned, sine die.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was then held—the COLONIAL SECRETARY presiding. The following votes were passed:—

## HARBOUR MASTER'S DEPARTMENT.

The Officer Administering the Government recommended the Council to vote a sum of Four hundred and thirty Dollars (\$430) in aid of the vote, Harbour Master's Department, *G. Light-house, Gun Rock, Lighthouses, Other Charges, Gunpowder Charges and Tubes for Fog Signalling Guns.*

## PUBLIC WORKS EXTRAORDINARY.

The Officer Administering the Government recommended the Council to vote a sum of Four thousand one hundred and twelve Dollars (\$4,112) in aid of the vote, Public Works Extraordinary, Communications, New Roads in Victoria, Extension East and West of Conduit Road.

## POSTAL VOTE.

The Officer Administering the Government recommended the Council to vote a sum of Four hundred and sixty-seven Dollars (\$467) in aid of the vote, Post Office, *B. Postal Agencies in China, Swatow, Other Charges, Incidental Expenses.*

## TO-MORROW.

ALL Volunteers are to assemble at 9 a.m. on Sunday morning at Headquarters.

The *s.s. Empress of Japan* will be met by the Harbour Master in the Launch *Victoria*.

His Excellency will land at Blaine Pier at 10.00 a.m. At the moment of landing, there will be an Artillery Salute.

A Guard of Honour will be at the landing place.

His Excellency will be received on the pier by His Excellency the Officer Administering the Government. There will then follow introductions of General and Military Officers; Commissioners and Naval Officers; Members of Councils and Foreign Consular Representatives.

(Note.—After introduction to General, and before introductions to Officers, the Guard of Honour will be inspected.)

The party will proceed to the Tram Station for Mountain Lodge, escorted by the Mounted Troop. The route will be lined by







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of the Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not entered for a fixed period will be continued until otherwise notified.

## NEW ADVERTISEMENTS

TRANSLATED NOVELS (some illustrated, some not) Photos, catalogues free, or with sample, 1d. (letter postage).—A. DE SAILLE, 20, Rue de la Michodière, Paris. 1264

## HONG KONG VOLUNTEER CORPS.

"IT is proposed to form an Infantry Company with a Detachment of Cyclists. All who are desirous of joining are requested to apply personally at the Volunteer Headquarters, morning or afternoon."

A. J. THOMPSON, Captain.  
Staff Officer H.K.V.C.  
Hongkong, 27th July, 1907. 1265

## NOTICE.

WE beg to inform the Public that we are selling  
TINTO at \$3.75 per dozen.  
BRANCO " \$4.75  
through MESSRS. H. RUTTON & SON, Hongkong, who will also supply you with our Price List for choice of Portuguese Wines.

FRANCISCO DOS SANTOS FERREIRA & CIA.  
Macau, 26th July, 1907. 1266

## THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:  
Epitomes of the Week's News.  
Leading Articles.  
Japan and Korea.  
International Law.  
Subsidiary Coinage Losses.  
The Far Eastern Power.  
South China Trade.  
Hongkong Legislative Council.  
Hongkong Sanitary Board.  
Supreme Court.  
Correspondence.  
Government and Subsidiary Coinage.  
The September Typo.  
A Night Out.  
Kuluaga (Amoy) Municipal Council.  
Commercial.  
Shipping.

Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.  
Subscription: \$12 per Annum, payable in advance; postage 82.  
Hongkong, 27th July, 1907.

## STOCKBROKERS' ASSOCIATION OF HONGKONG.

## NOTICE.

THE SETTLEMENTS this month (July) will take place on TUESDAY next, the 30th instant.  
E. J. MOSES,  
Hon. Secretary.  
Hongkong, 27th July, 1907. 1259

## NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.  
J. W. OSBORNE.  
Hongkong, 15th July, 1907. 1181

## OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED  
have always in stock a supply of the above in all sizes. Prices may be obtained on application.  
Hongkong, 26th July, 1907. 1258

## COGNAC.

MESSRS. JERJEEBOY & CO., 25, Hollywood Road, beg to inform their Customers and the General Public that they now have on Sale the following brands of COGNAC which are patronised by connoisseurs throughout Indo-China:  
BOUTILLIER, G. BRIAND & Co's \$25.00  
FELIX TILLAC & Co's " 16.50  
GEORGES RUKAU & Co's " 14.50  
Hongkong, 1st July, 1907. 1152

## IRON MERCHANTS.

E. HING & Co.

DEALERS in Iron, Steel, Metals, Hardware, Muntz's Metal, Steel Boiler and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 168, Des Voeux Road Central) Telephone No. 613.  
Hongkong, 1st March, 1907. 476

## WANTED.

PROFICIENT TYPE AND SHORT-HAND WRITER.  
Apply—Care of "Daily Press" Office.  
Hongkong, 24th July, 1907. 1246

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.  
Apply by letter to—B. B.  
Care of "Daily Press" Office.  
Hongkong, 13th November, 1906. 918

## DR. M. H. CHAUN

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. 505

## S. I. N. T. I. N. G.

SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. 461

## PUBLIC COMPANIES

## THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the Six Months ending 30th June, 1907, will be Payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED on THURSDAY, the 18th instant to MONDAY, the 2nd instant, both days inclusive.

By Order of the Board of Directors.

A. SHELTON HOOPER,  
Secretary.

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
General Agents for the  
West Point Building Co., Ltd.  
Hongkong, 12th July, 1907. 1205

## THE HONGKONG AND KOWLOON WHARF &amp; GODOWN CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 4 per cent (Two Dollars per share) for the six months ending 30th June 1907, will be paid on application to those persons who are registered as shareholders in the above Company on the 31st July 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st July, both days inclusive.

EDWARD OSBORNE,  
Secretary.

Hongkong, 25th July, 1907. 1251

## THE HONGKONG ICE COMPANY, LIMITED.

## NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association the GENERAL MANAGERS have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1907 of FOUR DOLLARS per Share.

Dividend Warrant may be obtained on application at the Office of the Company on and after FRIDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to 1st proximo, both days inclusive.

JARDINE MATHESON & CO., LTD.  
General Agents.

Hongkong, 26th July, 1907. 1260

## HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, Hotel Manxion, on TUESDAY, the 13th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE,  
Secretary.

Hongkong, 22nd July, 1907. 1235

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N.S. 4250, dated Hongkong 8th July, 1907, for 10 Shares of this Bank numbered 14321 to 14330 inclusive registered in the name of CHENG PO CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No. N.S. 4250 will be there after treated by this Corporation as Null and Void.

By Order of the Court of Directors.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 13th July, 1907. 1210

## FOR SALE

## FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY Situate at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by measurement 50 "changs" or thereabouts. Title Deeds can be seen at the Office of the Underigned.

For further particulars apply to  
GOLDING & BAILLOW, Solicitors,  
10, Queen's Road Central.

Hongkong, 22nd May, 1907. 970

## COLLECTIONS OF USED POSTAGE STAMPS

ASIAN STAMPS. MIXED STAMPS.  
100 for \$0.80 500 for \$3.50  
150 " 1.75 1000 " 10.00  
200 " 3.50 1500 " 25.00  
250 " 5.75 2000 " 35.00  
275 " 9.00 3000 " 55.00

Also Stamps in bags, sets, &c., &c.  
ARTISTIC PICTORIAL POSTCARDS  
& all other Philatelic Goods. Inspection invited.  
GRACA & CO.  
1145 Hongkong Hotel Corridor.

## ON SALE.

## THE DIRECTORY AND CHRONICLE

FOR 1907.  
Complete Edition ... \$10.00  
Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## ON SALE.

## A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 33 Years From 1874 to 1906.

Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## INSURANCES

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905  
477,837,119.

AUTHORISED CAPITAL... \$3,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500 0 0  
FIRE FUNDS... 3,386,720 19 8

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SUEWAN, TOMES & CO.,  
Agents.  
Hongkong, 27th April, 1907. 1191

## THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
CARLOWITZ & CO.  
Agents.  
Hongkong, 13th August 1906. 29

## AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX LA CHAPPELLE.  
THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROECKELMANN & CO.  
Agents.  
Hongkong, 21st April, 1897. 114

## BOARD AND RESIDENCE

## FIRST-CLASS BOARD &amp; RESIDENCE

AT  
"BRASSIDE."  
A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.  
Apply to—Mrs. F. W. WATTS,  
"Brasside," 20, Macdonnell Road (late of "Tang Yuen").  
Hongkong, 27th June, 1905. 743

## PRIVATE BOARD AND RESIDENCE

## MRS. GILLANDERS

"CLAREMONT,"  
2 & 4, KENNEDY ROAD.  
Hongkong, 9th February, 1907. 604

## KUNG YIK GODOWNS.

NOTICE IS HEREBY GIVEN that the Godowns Nos. 171 to 178, SHAK TONG TUN, Praya West, on (M. L. Nos. 244 to 205), formerly known as the Po On Godowns—the lease for which having expired—have been taken possession of by the Landlords, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Underigned against goods stored in the KUNG YIK GODOWNS.

The KUNG YIK GODOWNS, Agents The SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD.  
SAM WANG & CO., LTD.  
TELEPHONE: No. 321.  
ADDRESS: 81, Queen's Road Central.

U YUK CHI,  
Managing Director.  
Hongkong, 3rd July, 1907. 1167

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."  
A.I. A.B.C. and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length ... 722 feet  
Length on Blocks ... 714 "  
Width of Entrance on Top ... 964 "  
Width of Entrance on Bottom ... 881 "  
Water on Blocks at Spring Tide 344 "

DOCK No. 1.  
Extreme Length ... 523 feet  
Length on Blocks ... 513 "  
Width of Entrance on Top ... 88 "  
Width of Entrance on Bottom ... 77 "  
Water on Blocks at Spring Tide 64 "

DOCK No. 2.  
Extreme Length ... 571 feet  
Length on Blocks ... 561 "  
Width of Entrance on Top ... 96 "  
Width of Entrance on Bottom ... 63 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP.  
Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

## 報新外中港香

CHUNG NGOI SAN PO  
(Chinese Daily Press)  
PUBLISHED DAILY.  
Is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FIFTY YEARS. Circulates largely throughout Southern China and Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

## TO LET

## TO LET.

"BERIL" No. 1, GARDEN ROAD, KOWLOON. Containing 8 Rooms and Garden. Possession 1st June, 1907.  
Apply to—H. M. H. NEMAZEE.  
Hongkong, 29th May, 1907. 882

## TO LET.

NOS. 3 & 5, CARNARVON VILLAS, Kowloon.  
Apply to—HEWAN & Co.,  
No. 15, Connaught Road, West.  
Hongkong, 1st May, 1907. 324

## TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.  
Apply to—REUTER, BROECKELMANN & Co.  
Hongkong, 23rd April, 1907. 795

## TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.  
Apply to—JARDINE MATHESON & CO., LTD.  
Hongkong, 24th June, 1907. 1104

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 25 Rooms. This property would be divided into two or more houses to suit tenants.  
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).  
BELLILIOS TERRACE HOUSES, ROBINSON ROAD.  
No. 4, ALBANY.  
No. 8, BELLILIOS TERRACE, Corner House, 1st Row.  
No. 6, CAMERON VILLAS (PEAK).  
Furnished. Cheap rent. For September and October.  
No. 6, DES VOEUX VILLAS (PEAK).  
No. 1 and 2, BEACONSFIELD ARCADE.  
Apply to—Linstead & Davis,  
3rd Floor, Alexandra Buildings.  
Hongkong, 22nd July, 1907. 1102

## TO LET.

WITH POSSESSION FROM 1ST JUNE—IN WANCHAI ROAD.  
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.  
Apply to—Care of "Daily Press" Office.  
Hongkong, 3rd May, 1907. 870

## TO LET.

IMMEDIATE POSSESSION.  
N.O. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.  
Apply to—ARRATON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 2nd March, 1907. 491

## TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.  
No. 38, CAINE ROAD.  
AUCTION ROOMS, No. 2, Zetland Street.  
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.  
No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon.  
Apply to—LEIGH & ORANGE,  
1, Des Voeux Road.  
Hongkong, 11th July, 1907. 94

## TO LET.

"STONHEVED" 35, Robinson Road.  
No. 52, CAINE ROAD.  
Nos. 27, 29, 31 and 33, SEYMOUR ROAD.  
Apply to—SAM WANG CO., LTD.,  
81, Queen's Road Central.  
Hongkong, 22nd July, 1907. 1103

## TO LET.

FROM 1ST JULY.  
LARGE AND SPACIOUS GODOWNS EAST at present in the occupation of the Admiralty.  
Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 809

## TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.  
No. 46, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July.  
"CHERUB VILLAS." A fine Bungalow. Near Observatory Villas. Cheap Rental.  
Apply to—ARRATON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 20th June, 1907. 860

## TO LET.

A HOUSE in KNITSFORD TERRACE, KOWLOON.  
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 92

## TO LET.

N.O. 2, MACDONNELL ROAD.  
Apply to—COMPRADORE'S DEPARTMENT.  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. 97

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.  
Apply to—SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 23rd April, 1907. 800

## TO LET.

N.O. 1, WEST END TERRACE, Shamoon, Canton.  
Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 93

## TO LET

## TO LET.

POSSESSION FROM 1st APRIL.  
2 Semi-attached HOUSES, Nos. 13a and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarter and Grass Tennis Court.  
Apply to—CHUNG CHINAM,  
Yan On Marine & Fire Insurance Co., Ltd.  
Hongkong, 1st March, 1907. 482

## TO LET.

SHAMHEEN-CANTON, No. 24.  
From the 1st January, 1908, Premises now occupied by the East Asiatic Trading Company.  
Apply to—JEBSEN & CO.  
Hongkong, 10th July, 1907. 1197

## TO LET.

3 STORED GODOWN No. 127, Wanchai Road.  
Apply to—REUTER, BROECKELMANN & Co.,  
Princo's Building.  
Hongkong, 27th June, 1907. 1126

## TO LET.

N.O. 28, LEIGHTON HILL ROAD. Immediate Possession.  
Apply to—THE COMPRADORE, Nippon Yusen Kaisha.  
Hongkong, 4th February, 1907. 338

## TO LET.

A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenwood". Can have the use of a Kitchen, can be rented singly or the whole.  
GROUND FLOOR of No. 4, Des Voeux Road including a Strong Room and servants' quarter.  
ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.  
Apply to—DAVID SASSOON & Co. Ltd.,  
Hongkong, 24th May, 1907. 821

## TO LET.

TWO ROOMS on Third Floor, HOTEL MANXION, suitable for Offices.  
Possession from 1st August next.  
Apply to—HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 2nd July, 1907. 1159

## TO LET.

"HATHERLEIGH", CONDUIT ROAD. No. 1, RIPON TERRACE, BONHAM ROAD.  
OFFICES in King's Building and York Buildings.  
GODOWNS in PRAYA EAST.  
A HOUSE in CLYTON GARDENS, Conduit Road.  
FLATS in MORETON TERRACE.  
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 1160

## TO LET.

GODOWNS Nos. 95, 96, 97 and 100, Praya East.  
Apply to—CHATER & MODY,  
Victoria Buildings.  
Hongkong, 20th June, 1907. 1089

## TO LET.

AS from the 1st August next, No. 5, MORRISON HILL.  
Apply to—MESSRS. JARDINE, MATHESON & Co., Ltd.  
Hongkong, 1st July, 1907. 1151

## TO LET.

N.O. 5, ORMSBY TERRACE, Kowloon.  
No. 4, SEYMOUR ROAD, Hongkong. Cheap rent.  
Apply to—SPANISH DOMINICAN PECUARIATION.  
Hongkong, 25th June, 1907. 1114

## TO LET.

TWO LET in SUN LIFE BUILDING, French Concession, Large, Well-lit Offices. Godowns also, if required.  
Apply to—POWELL GRANT.  
Hongkong, 13th July, 1907. 1209

## TO LET.

SHOPS and FLATS in Des Voeux Road Central.  
No. 6, CAMERON TERRACE, Kowloon.  
Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD.  
Hongkong, 15th July, 1907. 1155

## TO LET.

CHILDREN OF FAR C. THAY. A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.  
By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).  
THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.  
Its description of Chinese Social Custom and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends



# APOLLO



THE IDEAL ATHLETE

## SCIATICA, NEURALGIA, PROSTRATION AND DEPRESSION.

"APOLLO," the Ideal Athlete, the embodiment of physical grace and symmetrical muscular development, pays a glowing tribute to the wonderful curative and invigorating properties of Phosferine. Even "Apollo's" superb physique was not proof against attacks of Sciatica and Neuralgia, and he declares that a course of Phosferine quite cured these disorders and completely dispelled the weariness and exhaustion consequent upon over-training.

All the brilliant athletes in the kingdom have recognized the merits of Phosferine and expressed their appreciation in much the same words as "Apollo." Without exception, from Royalty downwards, every class of brain and manual worker has placed on record with us the marvellous benefits they have derived from Phosferine. As editor of a health magazine, "Apollo" further relates that he found the tonic invaluable for relieving brain-fog.

"APOLLO" writes: "When I left South America, some six years ago, I had a bad attack of Sciatica, which left me prostrated and totally unfit. An agent of yours in Southport recommended Phosferine, and a few bottles soon put me right again, since then I have used it for Neuralgia, and found it a real good thing. Over-training and sustained exertion tries one considerably, and for the weariness so induced, Phosferine is the only remedy that quickly pulls me round, especially here I found it gave relief in the tired feeling caused by depressing or hot weather. A good deal of brain work falls to my share in my journalistic work, and in this Phosferine has for some years been a great friend to me, and whenever I can, I always give it a good word, for it is a remedy that has never failed me."—June 6, 1906.

# PHOSFERINE

## The Greatest of all Tonics.

### A PROVEN REMEDY FOR

Latitude	Backache	Stomach Disorders	Influenza
Neuralgia	Mental Exhaustion	Brain-Fog	Headache
Rheumatism	Premature Decay	Sleeplessness	Hysteria
Indigestion	Nervous Debility	Exhaustion	Fatigue

and all disorders consequent upon a reduced state of the nervous system.

### THE ROYAL EXAMPLE

Phosferine is used by the Royal Families of Europe, which, in plain language means that every user of Phosferine knows and feels that this famous Tonic is commended by the greatest living physicians.

## The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family  
H.M. the Emperor of Russia  
H.M. the King of Greece  
H.M. the Emperor of China  
H.M. the Crown Princess of Romania  
H.M. the Grand Duchess of Russia  
And the Principal Royalty and Aristocracy throughout the world.  
Preparations: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England.  
Price in Great Britain, bottles, 1/6, 2/6 and 4/6. Sold by all Chemists, Stores, &c.  
The 2/6 size contains nearly four times the 1/6 size.

**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**  
A French Remedy for all Disorders of the Urinary Organs. It is a powerful diuretic and antiseptic. It is the only remedy that cures all cases of Gravel, Gout, Rheumatism, and all other Disorders of the Urinary Organs. It is sold by all Chemists, Stores, &c.

**CLARKE'S**  
**B. 41.**  
**PILLS.**

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Gout, Rheumatism, and all other Disorders of the Urinary Organs. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

# LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.

By Royal Warrant to H.M. THE KING.

## FUNNELS AND FLAGS.

(Continued from page 3.)

the agent who has dishonestly diverted them, or, as a last resource, to follow them as stolen property. The whole case is then a very dangerous one, affecting as it does not only the buyer of the goods, but also the shipper, and the buyer of the "exchange" for if the acceptor fails to meet the bill, the exchange buyer can then have recourse to the drawer, but, failing him, will have to suffer the loss himself. The conference seeks to secure such continuity of responsibility as is afforded by a through bill of lading, by which the railway company is made responsible until they can show delivery of the goods to the ship, which then becomes liable for them.

### THE P. AND O. MAIL CONTRACT.

Mr. J. E. Patterson, evidently well-informed wrote to the *Pail Mail Gazette* as follows:—  
To except absolute accuracy in the average newspaper report on mercantile marine affairs, especially in so technical a subject as steamship speed, would be equivalent to expecting to fetch a given port with a compass that, unknown to the mariner, was hopelessly wrong in deviation. Probably that is why some contemporaries have recently published half-truths or worse statements about the Peninsular and Oriental Company's new contract to carry mails to India, China, and Australia. This is part of our overseas postage that has been principally in the company's hands during the past sixty years or more. Thus if any firm of shipowners know best how to carry ocean-borne mails to the east, it should be the P. and O.

As to the new contract, which begins on the 1st of next February, and continues for seven years from that date, for £35,000 less a year than formerly, the company will decrease the outward passage by thirty-six hours and the inward run by just a nautical day. This increase in speed has been characterised by one of the morning dailies as "very small." Another compared the savings with what would be made on the Atlantic if the proposed "all red route" should become a fact. Complaints have been made that the P. and O. are not forced by the terms of the subsidy to run twenty knot boats, instead of their sixteen to seventeen knots. It has also been put forward that the Far Eastern and southern routes are better suited for increased speed than the Atlantic is, where the increase during the past decade has been about six knots an hour. To answer these matters from the bottom upwards: It is the short passage that has the advantage over the longer one in scope for acceleration, and the longer one in scope for speed. No steamer running over the tropics can put on more than half that acceleration in the same number of years. So far from a decrease of from twenty-four to thirty-six hours being a small matter on such a long run; without holding any brief for the P. and O., it means a big increase both in the capital cost of vessels and in running them. It must also be remembered that all acceleration in speed means diminished earning powers, owing to the fuel consumed in the extra speed, and to the greater amount of coal that has to be carried to gain that increase. If speed and frequency of service are required, whether for mail-carrying or any other purpose, the increase in excess of what ordinary trade conditions warrant must be paid for by subsidy of some sort. And it is quite obvious that no shipowner will build vessels for such a service, unless he first obtains a certain fixity of tenure. He cannot be expected to run the risk of having such costly experiments thrown on his hands at the end of a short contract, with no probable employment available for them. For this reason seven years is a short term for a mail contract, with such an acceleration of speed on a long passage. It is so short that any company new to that business would not be content without a much longer term. Besides, as to the comparison of speed on the Atlantic and on the eastern routes, in addition to the physical, the commercial conditions are entirely different.

If the public wants artificially fast services, over and above what the usual trade considerations require, then the nation must be prepared to pay the marginal cost of the extra speed. The shipowner does not like such artificiality in his trade, because it means running his business on an artificial basis. It means the difference between garden and hot-house growing, or that which exists between Free Trade and Protection. As an illustration of what high speed means, Sir William Lyne told the recent Colonial Conference, apropos of the "all red route" (which, by the by, is the only concrete outcome of the Conference), that an increase of three knots on fifteen per hour meant actually doubling the coal consumption. Experts in marine engineering and shipbuilding say that this statement is perfectly accurate, and that it means a comparatively great cost in the craft themselves; the governing rule being that the coal consumption increases at the same rate as the cube of the speed.

With reference more directly to the "all red route," it could not alternate properly with the P. and O. service by the Suez Canal. The two services would be mutually destructive. The distance by the former route is 13,767 miles, taking Melbourne as the port of destination, and 10,844 miles by the latter route. Thus between the two there is a difference of 2,923 miles in favour of the Suez route, or of 27.5 per cent, and no transshipment of either passengers or cargo. An average mail speed of sixteen knots to Australia, which some writers have treated so contemptuously, in favour of an "all red route," represents a speed that has never been maintained by a mercantile craft in tropical waters except across the Indian Ocean, and only then with a favouring monsoon breeze more or less at her heels. It must be borne in mind that to keep up such a rate of speed as is being asked for it would be necessary, on certain sections of the passage, considerably to exceed that speed; and that a ship giving such results would require, when built, to be capable of a speed of at least three knots faster than the average of the P. and O. Assuming, however, that the P. and O. run a sixteen-knot service throughout, the time occupied between the Thames and Melbourne will be 28 days 19 hours; while to attain an equally quick transit on the "all red route" a speed of twenty knots would be required on the Atlantic and eighteen knots on the Pacific. This would involve a subsidy of probably double that which is required for the Suez route; and even those Australian Premiers who at the Conference, talked so well for the proposed way via Canada, could not promise more than a fifteen-knot service from Vancouver to Melbourne.

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong 26th July, 1907:—  
Business has been very restricted during the past week, and rates with few exceptions are without improvement. Exchange on London closes at 2/2 1/2 T.T. and on Shanghai at 7 1/2 T.T.

BANKS.—Hongkong and Shanghai have again been booked at \$635 old ex new, and more shares are procurable. There is no change in the new issue which remains at \$24 1/2 sellers. London discount firmers at £50. 1/4. 9/16 for the old or new, but there is no change in other quotations. Nationals are still quoted at \$31, but no business has transpired.

MARINE INSURANCES.—Unions have been booked at the improved rate of 7/5, at which the market closes firm. North China, after further sales at 7/4, have been booked at 7/4 and 7/5, and are still in request. Canton and China Traders continue to be quoted for at quotations, but Yangtzes have eased off, and are offering at 1/18.

FIRE INSURANCES.—Hongkong are still in the market at \$320, and Chinese are quiet at \$38. SHIPPIERS.—Hongkong, Canton and Macao are easier with seller at \$29 1/2. Indos, ex the dividend of 21 per cent.—as per cent old share received from London today, are now quoted at \$31 for the 6 per cent Cumulative Preferred Ordinary, and \$28 for the Deferred Ordinary. Star Ferries are quiet at \$25 and \$14 for the old and new issues respectively, with sellers at both. Duncans are still in request at \$41, and Shell Transports at the improved rate of 45/6, after sales of that figure.

REFINERIES.—China Sugars have been booked in small lots at \$95 and \$99, but have since hardened, and can now be placed at \$102. Luzons are unchanged with sellers at \$21.

MINING.—Raubas have declined to \$6 sellers. Charbonnages are unchanged and without business.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks are firm with buyers at \$102. Hongkong and Kowloon Wharves, after small sales at \$78, are easier with sellers at \$77. This Company has declared an interim dividend of \$2 per share payable on the 1st instant. New Amoy Docks are procurable at \$11 1/2, Shanghai Docks have improved to 7/6 1/2 with buyers, and Hongkong Wharves to 7/6 1/2.

MISCELLANEOUS.—China Boreas have been booked at \$94 and \$93 1/2, and close in further request. China Providents are easier with sales and further sellers at \$89. Green Island Cements are procurable at \$16 1/2, and new issue, and Electric at \$14 1/2. Union Water Boreas have been booked at \$12 1/2, after sales at \$12 1/2. Coca can be obtained at \$245 and the interim dividend of \$4 per share payable on application on the 2nd prox.

LANDS, HOUSES AND BUILDINGS.—Hongkong Lands have been booked at \$101 and \$102 cum dividend, and at \$98 ex dividend, but also firmer with probable buyers at \$100 ex the interim dividend of \$3 per share paid yesterday. Kowloon Lands have sellers at \$37, and Humphreys Estates at \$10 1/2. Hongkong Hotels continue on offer at \$18.

COTTON MILLS.—Hongkong Cottons have been sold at \$11, and there are further sellers at the rate. Our quotations for the northern stocks are taken from Shanghai exchanges.

## CHURCH SERVICES.

St. John's Cathedral, Hongkong.—28th July Sunday, 9th after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Sanctus, Agnus Dei, 23rd morning; Te Deum, Laudes, Credo and Hosannas; Benedictions, Langdon; Hymns, 176, 238 and 219. Evensong (5.45 p.m.) (1st Choir) Responses, Psalms, of the 23rd evening; Magnificat, Nunc Dimittis, Maundy in D; Anthem, "Hearken unto me"—Sullivan; Miss, 184 and 477; Sevenfold Amen; Voluntary, "To the Spring"—Brieg, Military March.—Elgar.

N.B.—Psalm 136, Verses 1, 2, 15, 26, 27 in unison. 137 Verses 1, 8, in unison. 138 Verses 4, and 6, in unison.

St. Andrew's, Kowloon.—(Robinson Road, near British School.)—Sundays.—Holy Communion (1st Sunday in month at noon, and 4th Sundays at 8 a.m.; 3rd and 5th Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m.; Children's Service (and Baptisms, if necessary) on 3rd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday.—Shortened Evening Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service. Appropriated sittings are reserved up to that time only. Churchings before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. Joseph's Church, Garden Road (Roman Catholic), Mass, Benediction and Sermon in English at 10 a.m.

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smoothing over the effects  
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Is specially adapted. Though indispensable in cases of Prickly Heat (whence its name) and other irritation of the skin, it is also popular for bath and general toilet use all the year round, being antiseptic (100% Carbolic), perfumed and refreshing.

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VELVET

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IRRITATION, TAN, and  
KEEPS THE SKIN  
SOFT, SMOOTH, and WHITE  
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(2) A METAL SEAL advertising CLETEAS.

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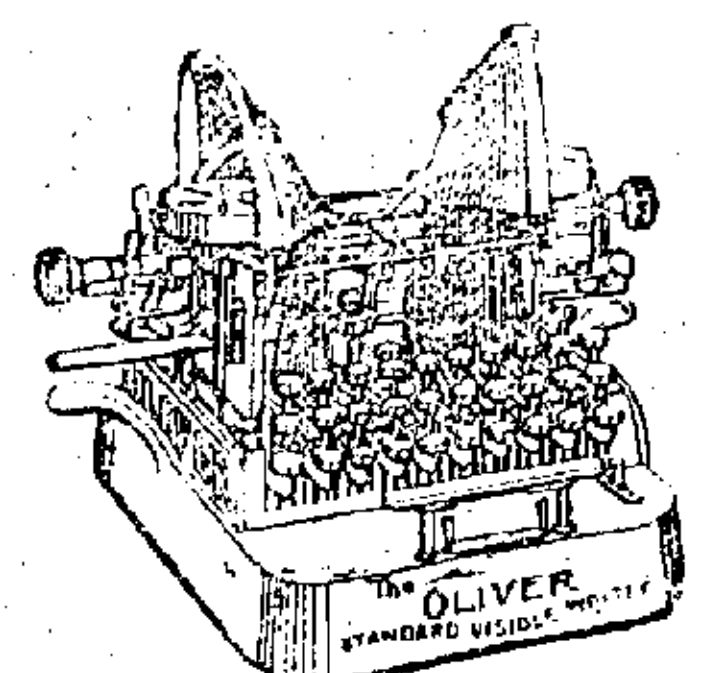
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# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS	DELTA	On 27th July, 4 P.M.	See Special of Call.
MARSEILLES, LONDON, and ANTWERP	NYANZA	About 31st July	Freight and Passage.
SHANGHAI, NAGASAKI, PALMA MOJI, KOBE & YOKOHAMA	Capt. G. W. Cockburn, R.N.R.	About 2nd August	Freight only.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th July, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	"LINAN"	On 27th July, 4 P.M.
MANILA	"TAMING"	On 30th July, 4 P.M.
HOIHO and HAIPHONG	"HUPEH"	On 31st July, Daylight
YOKOHAMA and KOBE	"TAIYUAN"	On 31st July, 4 P.M.
SWATOW, CHEFOO and TIENFSIN	"KUEICHOW"	On 31st July, 4 P.M.
SWATOW and SHANGHAI	"YUENHAI"	On 1st Aug., 4 P.M.
SWATOW and SHANGHAI	"KASHING"	On 1st Aug., 4 P.M.
CEBU and ILOILO	"KALFONG"	On 3rd Aug., 4 P.M.

\* "CHINGTU" On 3rd August, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

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For Freight or Passage, apply to  
HONGKONG, 27th July, 1907.BUTTERFIELD & SWIRE,  
AGENTS.

## NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	Saturday, 27th July, 10 A.M.
KUDAT and SANDAKAN	"BORNEO"	Tuesday, 30th July, at 9 A.M.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, BREMEN	"PRINZ LUDWIG"	Wednesday, 31st July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Tuesday, 30th July.
MANILA, SAMARAL, NEW and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 15th August, at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th July, 1907.



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AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG -  
SUBJECT TO ALTERATION.

FOR	THE CO'S SR.	LEAVING
* TAMU VIA SWATOW	"JOSHIN MARU"	SUNDAY, 28th July, at 10 A.M.
* TAMU VIA SWATOW	"SEIKO MARU"	WEDNESDAY, 31st July, at 10 A.M.
* TAMU VIA SWATOW	"DAIJIN MARU"	SUNDAY, 4th Aug., at 10 A.M.
* SHANGHAI, SWATOW, AMOY and FOCHOW	"SHOSHU MARU"	TUESDAY, 6th Aug., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsips. Unrivalled Table.

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Hongkong, 27th July, 1907.

T. ARIMA, Manager.

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THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC TO VANCOUVER. Saving 5 to 10 days' Ocean Travel.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
	Tons			
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 1st Aug.	...	19th August
"MONTEAGLE" 6,163	...	WEDNESDAY, 14th Aug.	...	7th Sept.
"EMPERESS OF JAPAN" 6,000	...	THURSDAY, 29th Aug.	...	16th Sept.
"TARTAR" 4,425	...	WEDNESDAY, 11th Sept.	...	5th Oct.
"EMPERESS OF CHINA" 6,000	...	THURSDAY, 26th Sept.	...	14th Oct.
"ATHENIAN" 3,882	...	WEDNESDAY, 9th Oct.	...	2nd Nov.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

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R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

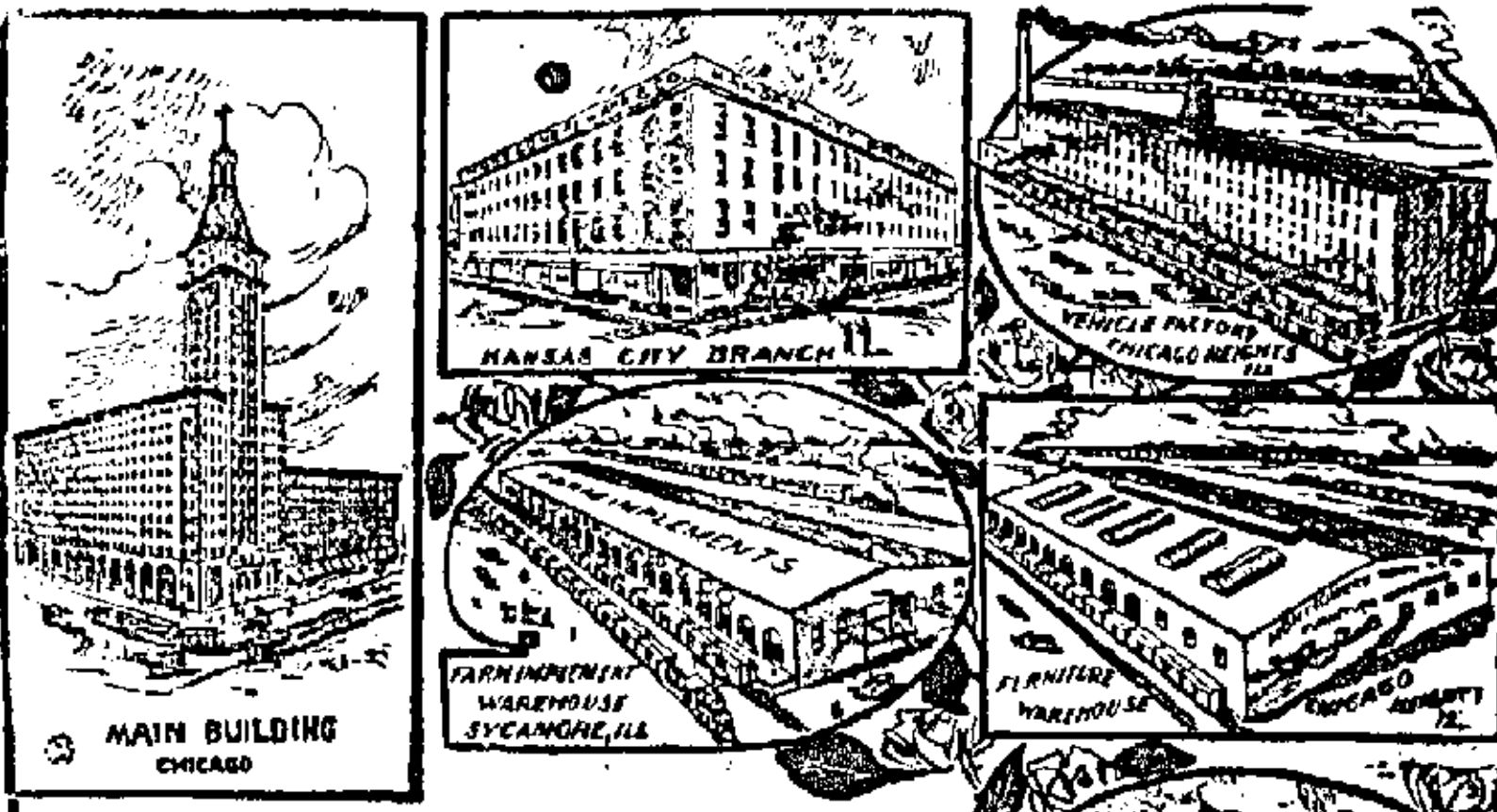
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## SHIPPING IN PORT.

STEAMERS	AGENTS
BORNEO, German str., 1,344, F. Sembill, 21st July—Sandakan 16th July, General—Melchers & Co.	
BOURBON, French str., 997, Le Bail, 21st July—Saigon 17th July, General—Chinoise.	
CARL DIEDERICHSEN, German str., 774, T. Petersen, 25th July—Haiphong 20th and Hoibow 2nd July, General—Jensen & Co.	
CHIHUI, British str., 1,143, Warack, 25th July—Haiphong and Hoibow 24th July, General—Butterfield & Swire.	
CHOWA, German str., 1,055, F. Spiesen, 23rd July—Bangkok 18th July, Rice & Wood—Butterfield & Swire.	
CHUNSHANG, British str., 1,417, D. King, 19th July—Hongkong 17th July, Coal—Jardine, Matheson & Co.	
COQUET, British str., 2,865, T. Walker, 22nd July—Kuchino 18th July, Coals—Mitsui Bussan Kaisha.	
DEITA, British str., 4,781, C. L. Daniel, 25th July—Bangkok 18th July, Mails and General—P. & O. S. N. Co.	
DOTT, Norwegian str., 629, J. Danneberg, 17th July—Wakamatsu 11th July, Coal—Wallen & Co.	
DRUPAR, Norwegian str., 1,102, Gay Bing, 21st July—Bangkok 12th July, General & Coal—Nippon Yusen Kaisha.	
EMPIRE, British str., 2,843, P. T. Helms, 22nd July—Kobe 17th July, General—Gibb, Livingston & Co.	
EMPEROR OF INDIA, British str., 3,032, E. Bestham, 30th June—Vancouver 11th June, Flour and General—G.P.B. Co.	
GHAEZE, British str., 3,242, D. A. Cave, 24th July—Singapore 19th July, General—Doddwell & Co.	
GREGORY APCAR, British str., 2,961, E. H. Belson, 22nd July—Yokohama 9th July, General—David Sassoon & Co.	
HANGSANG, British str., 1,356, S. Wilde, 21st July—Shanghai and Swatow 20th July, General—Jardine, Matheson & Co.	
HEIMDAL, Norwegian str., 762, Johnson, 17th July—Newchwang and Chefoo 9th July, General—Arnold, Karberg & Co.	
HELLAS, German str., 1,539, Metzenthien, 24th July—Wakamatsu 13th July, Coals—Sassoon & Co.	
HUIER, British str., 1,204, A. Mathias, 17th July—Hoibow 16th July, General—Butterfield & Swire.	
ICHANG, British str., 1,200, Lloydforss, 20th July—Moji 14th July, Coal—Butterfield & Swire.	
IRISH MONARCH, British str., Graham 1st July—Kuchino 25th June, Coal—Mitsui Bussan Kaisha.	
JOSHIN MARU, Japanese str., 702, H. S. Smith, 24th July—Tamsui 21st July, General—Osaka Shosen Kaisha.	
JUDO MARU, Japanese str., 3,227, T. Honada, 20th July—Moji 13th July, Coal—Order.	
KAWACHI MARU, Japanese str., 3,782, H. Petersen, 24th July—Singapore 19th July, General—Nippon Yusen Kaisha.	
KIANG CHING, Chinese str., 2,000, Bressander, 22nd July—Chinkiang 17th July, General—Chinoise.	
KING GEORGE, British str., 2,057, James C. White, 21st July—Swatow 20th July, Ballast—Standard Oil Co.	
KIYO MARU, Japanese str., 1,062, S. Hirai, 16th July—Dairen 9th July, Beans, etc.—Arnold, Karberg & Co.	
KUTUNG, British str., 3,110, Bradley, 17th July—Singapore 11th July, General—Indo-China S. N. Co.	
LAETTES, British str., 1,340, J. Jackson, 24th June—Saigon 20th June, Rice—Chinoise.	
LIGHTNING, British str., 2,122, E. Fey, 22nd July—Calcutta and Straits 6th July, General—David Sassoon & Co.	
LINAN, British str., 1,351, Williams, 24th July—Swatow 23rd July, Ballast—Butterfield & Swire.	
LOOSER, German str., 143, G. Schultze, 21st July—Bangkok 12th July, Rice and Wood—Butterfield & Swire.	
LOYAL, German str., 1,237, F. Natkins, 25th July—Bangkok 15th July, Rice—Sander, Wieler & Co.	
MEIKOO, Chinese str., 1,338, C. V. Frigat, 22nd July—Sba glai 17th July, General—Chinoise.	
MINNESOTA, American str., 13,323, Ches. Austin, 23rd July—Shanghai 20th July, General—Nippon Yusen Kaisha.	
MOXMOUTHSHIRE, British str., 3,000, Warner, 24th July—Singapore 19th July, General—Shewan Tomes & Co.	
MONTAGLE, British str., 3,953, S. Robinson, R.N.R., 25th July—Vancouver, etc. 28th June, Mails and General—C. P. R. Co.	
NERITE, Dutch str., 1,453, Carwick, 14th July—Pohang 7th July, Keratane—Arnold, Karberg & Co.	
ORLAND, Norwegian str., 917, T. A. Lie, 12th July—Hamburg 24th June, General—Order.	
PERIA, British str., 2,744, A. Nixon, 16th July—San Francisco 18th June, Mails and General—O. & O. Co.	
PRIMA, British str., 2,936, R. A. Silcott, 24th July—Liverpool via Singapore 16th July, General—Butterfield & Swire.	
PRINZ WALDEMAR, German str., 1,737, W. von Sanden, 2th July—Australia and Sydney 2nd July, Mails and General—Melchers & Co.	

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Chingwantoo	Hankow	Lappa
Taku	Yokohama	Sansui
Newchwang	Shanghai	Kiangsu
Taiwan	Ichang	Wuchow
Port Arthur	Chungking	Kwangchow
Chaochow	Hankow	Pooi
Wohaiwei	Ningpo	Hollow
Kiaochau	Wenchow	Lungchow
Tsinan	Suntu	Mingtee
Mukden	Foochow	Hokow
Shanghai	Amoy	Samsu
Soochow	Swatow	

JAPAN AND FORMOSA

Tokyo	Osaka	Kobe
Yokohama	Manila	Tsushima
Yokohama	Nagasaki	Tsushima
Kobe	Hakodati	Aomori
Shimonoseki	Tsushima	

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HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA

Hanoi	Haiphong	Tourane
Yunnan	Hue	Saigon
Tonkin	Quinhon	Cambodge

PHILIPPINES

Manila	Iloilo	Cebu
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BORNEO

Sarawak	Labuan	British N. Borneo
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MALAY STATES

Singapore	Penang	Malacca
Johore	Sungai Ujong	Selangor
Pahang	Johore	Perak

NETHERLANDS INDIA

Batavia	Samarang	Padang
Buitenzorg	Sourabaya	Macassar
	East Coast of Sumatra	

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PLAN OF YOKOHAMA

PLAN OF KORE AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF TIENTSIN (KIAOCHOW)

PLAN OF FOREIGN CONCESSION, SHANGHAI

PLAN OF HONGKONG (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENTS

LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF NEW TERRITORY (KOWLOON)

PLAN OF KOWLOON

PLAN OF MANILA

PLAN OF SAIGON

PLAN OF SINGAPORE

PLAN OF BATAVIA

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TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1889; Chfoo, 1876, with Additional Article; Opium Convention, 1893; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1899; Weihaiwei 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional 1863; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiaochow Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1855; Liaotung Convention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903.

Russian—St. Petersburg, 1881; Russians Land Trade, 1881.  
Portugal, 1888; Commercial Treaty, 1891.  
Final Protocol made between China and Eleven Powers, 1901.  
TREATIES WITH JAPAN  
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Great Britain and Russia, Railway Convention 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

China, Japan, Siam, Corea.

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam, Rules of H.B.M.'s Supreme and other Courts in China, &amp;c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licenses, Trade Marks, and Lottery Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

The CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of 21 pence, at which it was originally published.

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## POST OFFICE NOTICE

The Hongkong Mail, with the American mail, has left Shanghai and may be expected here to-day, at 6 a.m.

The Empress of Japan, with the Canadian mail, left Shanghai on Thursday, the 25th inst., at 8 p.m., and may be expected here to-morrow, at 9 a.m.

The P. R. Lufthansa, with the German mail of the 2nd inst., left Singapore on Thursday, the 25th inst., at 6 p.m., and may be expected here on or about Monday, the 29th inst., at p.m.

FOR	PER	DATE
Manila, Timor, Port Darwin, Thursday 1st, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, and Fremantle.	Empire	Saturday, 27th, 9.00 A.M.
Manila	Ringo Maru	Saturday, 27th, 10.00 A.M.
Manila	Copel	Saturday, 27th, 10.00 A.M.
Manila	Printed Matter and Samples	Saturday, 27th, 10.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Saturday, 27th, 10.00 A.M.
Manila	Registration, Kowloon B.O.	Saturday, 27th, 10.00 A.M.
Manila	No late fee.	Saturday, 27th, 10.00 A.M.

Singapore, Penang and Calcutta	Gregory Apcar	Saturday, 27th, 1.00 P.M.
Swatow and Bangkok	Drufar	Saturday, 27th, 1.15 P.M.
Manila	Su Tai	Saturday, 27th, 3.00 P.M.
Chinghai	Linan	Saturday, 27th, 3.00 P.M.
Shanghai	Hongkong	Saturday, 27th, 3.00 P.M.
Shanghai, Nagasaki, Kobe and Yokohama	Honolulu	Saturday, 27th, 3.00 P.M.
Yokohama and Kobe	Honolulu	Saturday, 27th, 3.00 P.M.
Swatow, Amoy and Tamsui	John Maru	Sunday, 28th, 9.00 A.M.
Swatow, Amoy and Poochow	John Maru	Sunday, 28th, 9.00 A.M.
Kudat and Sandakan	John Maru	Sunday, 28th, 9.00 A.M.
Singapore, Penang and Calcutta	John Maru	Sunday, 28th, 9.00 A.M.
Manila	John Maru	Sunday, 28th, 9.00 A.M.
Hobow and Haiphong	John Maru	Sunday, 28th, 9.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle	John Maru	Sunday, 28th, 9.00 A.M.

Europe, &c., India via Taitoria	Printed Matter and Samples	Wednesday, 31st, 10.00 A.M.
Europe, &c., India via Taitoria	Registration, with late fee of 10 cents, up to 10.45 A.M.	Wednesday, 31st, 10.00 A.M.
Europe, &c., India via Taitoria	Registration, Kowloon B.O.	Wednesday, 31st, 10.00 A.M.
Europe, &c., India via Taitoria	No late fee.	Wednesday, 31st, 10.00 A.M.

Yokohama and Kobe	Printed Matter and Samples	Thursday, 1st, 2.00 P.M.
Swatow, Amoy and Tamsui	Registration, with late fee of 10 cents, up to 10.45 A.M.	Thursday, 1st, 2.00 P.M.
Swatow and Shanghai	Registration, Kowloon B.O.	Thursday, 1st, 2.00 P.M.
Swatow and Shanghai	No late fee.	Thursday, 1st, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Friday, 2nd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Friday, 2nd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Friday, 2nd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Friday, 2nd, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Saturday, 3rd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Saturday, 3rd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Saturday, 3rd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Saturday, 3rd, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Sunday, 4th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Sunday, 4th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Sunday, 4th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Sunday, 4th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Monday, 5th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Monday, 5th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Monday, 5th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Monday, 5th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Tuesday, 6th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Tuesday, 6th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Tuesday, 6th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Tuesday, 6th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Wednesday, 7th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Wednesday, 7th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Wednesday, 7th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Wednesday, 7th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Thursday, 8th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Thursday, 8th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Thursday, 8th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Thursday, 8th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Friday, 9th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Friday, 9th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Friday, 9th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Friday, 9th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Saturday, 10th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Saturday, 10th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Saturday, 10th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Saturday, 10th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Sunday, 11th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Sunday, 11th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Sunday, 11th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Sunday, 11th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Monday, 12th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Monday, 12th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Monday, 12th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Monday, 12th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Tuesday, 13th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Tuesday, 13th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Tuesday, 13th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Tuesday, 13th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Wednesday, 14th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Wednesday, 14th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Wednesday, 14th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Wednesday, 14th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Thursday, 15th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Thursday, 15th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Thursday, 15th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Thursday, 15th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Friday, 16th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Friday, 16th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Friday, 16th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Friday, 16th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Saturday, 17th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Saturday, 17th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Saturday, 17th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Saturday, 17th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Sunday, 18th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Sunday, 18th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Sunday, 18th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Sunday, 18th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Monday, 19th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Monday, 19th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Monday, 19th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Monday, 19th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Tuesday, 20th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Tuesday, 20th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Tuesday, 20th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Tuesday, 20th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Wednesday, 21st, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Wednesday, 21st, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Wednesday, 21st, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Wednesday, 21st, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Thursday, 22nd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Thursday, 22nd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Thursday, 22nd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Thursday, 22nd, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Friday, 23rd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Friday, 23rd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Friday, 23rd, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Friday, 23rd, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Saturday, 24th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Saturday, 24th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Saturday, 24th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Saturday, 24th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Sunday, 25th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Sunday, 25th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Sunday, 25th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Sunday, 25th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Monday, 26th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Monday, 26th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Monday, 26th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Monday, 26th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Tuesday, 27th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Tuesday, 27th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Tuesday, 27th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Tuesday, 27th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Wednesday, 28th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Wednesday, 28th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Wednesday, 28th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Wednesday, 28th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Thursday, 29th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Thursday, 29th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Thursday, 29th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Thursday, 29th, 2.00 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Printed Matter and Samples	Friday, 30th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	Friday, 30th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Registration, Kowloon B.O.	Friday, 30th, 2.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	No late fee.	Friday, 30th, 2.00 P.M.

## JOINT STOCK SHARE.

Hongkong, July 26th.

COMPANY.	PAID UP	QUOTATIONS.
Alhambra	Pa. 200	\$120.
Banks		
Hongkong & Shanghai	\$120.	\$120.
National B. of China	48	\$51.
Hall's Asbestos F. A.	120	\$51, x.d.
China-Norfolk	120	\$51, buyers
China Light & P. Co.	120	\$51, buyers
China Provident	120	\$51, buyers
Cotton Mills		
Ewo	120	\$51, buyers
Hongkong	120	\$51, buyers
International	120	\$51, buyers
Leong Kung Hui	120	\$51, buyers
Soyles	120	\$51, buyers
Dairy Farm	120	\$51, buyers
Docks and Wharves	120	\$51, buyers
El. & W. Wharf	120	\$51, buyers
El. & W. Dock	120	\$51, buyers
New Amoy Dock	120	\$51, buyers
Shanghai Dock	120	\$51, buyers
Shanghai & H. Wharf	120	\$51, buyers
Penwick & Co. Ltd.	120	\$51, buyers
Green Island Cement	120	\$51, buyers
Hongkong & C. Gas	120	\$51, buyers
Hongkong Electric	120	\$51, buyers
Hongkong Hotel Co.	120	\$51, buyers
Hongkong Ice Co.	120	\$51, buyers
Hongkong Rope Co.	120	\$51, buyers
Insurance		
Canton	120	\$51, buyers
China Fire	120	\$51, buyers
China Traders	120	\$51, buyers
Hongkong Fire	120	\$51, buyers
North China	120	\$51, buyers
Union	120	\$51, buyers
Yangtze	120	\$51, buyers
Land and Building		
Hongkong Land	120	\$51, buyers
Hongkong Land	120	\$51, buyers
Kowloon Land	120	\$51, buyers
Shanghai Land	120	\$51, buyers
West Point Building	120	\$51, buyers
Mining		
Charbonnages	120	\$51, buyers
Rauha	120	\$51, buyers
Yak Tramways	120	\$51, buyers
Philippine Co.	120	\$51, buyers
Railways		
China Sugar	120	\$51, buyers
Luzon Sugar	120	\$51, buyers
Steamship Companies		
China and Manila	120	\$51, buyers
Douglas Steamship	120	\$51, buyers
H. Canton & M.	120	\$51, buyers
Indo-China S.N. Co.	120	\$51, buyers
Shell Transport Co.	120	\$51, buyers
Star Ferry	120	\$51, buyers
Do, New	120	\$51, buyers
South China M. Post	120	\$51, buyers
Steam Laundry Co.	120	\$51, buyers
Stores & Dispensaries		
Campbell, M. & Co.	120	\$51, buyers
Powell & Co. Wm	120	\$51, buyers
Watson & Co. A.S.	120	\$51, buyers
United Asbestos	120	\$51, buyers
Do, Foundry	120	\$51, buyers
Union Waterworks Co.	120	\$51, buyers



## SOCIETY.

An instinctive dislike of strangers can exist with a very real love of society, and a strong desire to be in their company goes often with very little social gift. A great many people are at their worst with those they do not know. Some are shy, some, perhaps, have not the energy to break new ground, while upon others the effect of the presence of a stranger is to loosen some habitual cord of self-control and render them suddenly aggressive. The shyness which merely means a fear of strangers is a simple kind of shyness, and as a rule causes little suffering. It is nothing but the remnant of a childish timidity which a man and woman never entirely grow out of. It makes them uncomfortable for the moment, but it leaves no recollection of folly to sting them in the future, for who really cares what impression he has made upon strangers as soon as the strangers are gone, though he may care acutely at the time? Many people, who are seriously handicapped all through life by a shyness which never attacks them except in the presence of those with whom they are well acquainted, enjoy among total strangers a refreshing immunity. This is especially the case with those who are oppressed by a sense that they cannot do themselves justice in company, and whose sole consolation is the possession of a considerable ability. Alternate fits of conceit and humility destroy their peace in life, and only among friends who know all about them, or strangers who know nothing, are they at their ease. Timidity among strangers, on the other hand, has nothing to do with a man's opinion of himself. It is almost as much a part of his character as the possession of a strong head for heights. For the moment the timid person is incapacitated for all social work, but no sooner is he back in a familiar atmosphere than his fright is forgotten.

But quite apart from shyness, a sinking of heart is very commonly experienced by those who find themselves obliged by circumstances, or a hostess, to be agreeable for an hour or so to some one they never saw before. It means a considerable effort, and for social effect even those who love society are not always prepared. The game of conversation, like so many other games, has been brought to too great a pitch of perfection in certain circles, and to play with some one not accustomed to the rigour of the game, or accustomed perhaps to observe the by-laws of another club, is hardly worth while. But putting all affectations aside, one must give one's whole attention and be constantly on the alert if one is to make a social success of any purpose, and if one regards social life simply in the light of recreation, that, again, may seem to be not worth doing. Consequently there are delightful talkers who never take the trouble to talk at all, except to those they know, or, at any rate, know about. The wider their reputation for charm, the deeper the disappointment they constantly cause. But the man who is silent with strangers is not half so trying to his hosts as the man whom they refuse to a kind of aggression. Some men are possessed of a demon who is exercised by friendship, and indeed by all the serious affairs of life, but who in strange company becomes a tyrant. This spirit of mischief insists that they should make a bad impression. Their hearts may be ever so kind, but they must pose as brutes; they may be ever so tolerant in reality, but they must act the part of an opinionated partisan. The odd thing is that this particular type of demon almost invariably affects delicate people, almost invariably those of whom many devoted friends have often more strange enemies. There is a third type of person whom strangers render platitudeous. They will never believe that those with whom they are unacquainted are not necessarily very stupid, but are often able to understand conversation not confined either to the weather or the copybook. Old fashioned men and women commonly address those they consider beneath them in the same strain, and having suited their conversation to the imagined simplicity of their hearers, succeed in convincing themselves that education has been a failure, and that the working classes are mentally just where they were before primary instruction was compulsory. No less an authority upon the point than Miss Loebe assures her readers in her last book ("The Next Street but One") that poor people often feign ignorance and stupidity out of politeness to those interlocutors who expect it of them, and we are sure that many upper-class strangers half unconsciously do the same.

It is certain, however, that if a large number of persons are depressed by the presence of strangers, there are many opposite natures to whom strangers serve as a tonic, and on whom, physically, mentally and morally, the presence of these whom they do not know has a very good effect. For some common place, but very good, reason, a social pleasure is only to be had among strangers. They go in search of them when they feel tired just as they go in search of a tonic. Their idea of happiness is to be in some place of public entertainment and look around upon the faces of a prosperous crowd. The sight really does them good. They feel immediately an increase of energy both of mind and body, and they have a genuine pleasure in the sight of other folk's gaiety. For them intimacy means too often a mental confinement of care. Their minds never find a rest in the consideration of the abstract. Among their friends they cannot forget their troubles, and it is only among strangers that they feel light-hearted. Again, there are some third-rate natures of both sexes who only forget themselves. Their families long to keep one permanently with them. He or she may not be very interesting, but any unknown person will set as a spur. They are immediately less dull, less dull-minded and less selfish. They need an audience, and an audience that does not know them, before whom they can imagine themselves what, after all, poor things, they would like to be. The fine sentiments they express as really theirs, only the effort to set up to them is too great. They are really capable of an interest in outside things, but they must be led to them by a strange guide.

It is no, however, by any means only inferior minds who find an unalloyed tonic in the company of strangers. Very often lovers of strangers are among the most genial of men and the best and most constant of friends. There are plenty of adventurous spirits who intensely enjoy a voyage into any kind of society to which they are unaccustomed, and to whom intercourse with any fresh acquaintance is fraught with delightful possibilities. They are always hoping to pick up something of value, perhaps an amusing story, perhaps a piece of desirable knowledge, possibly even a friend. "Old friends, new acquaintances," is their motto. They constantly seek fresh experiences among new people, gladly leaving off of those they have never known well, and eagerly exploring new ground. This love of strange faces often leads excellent men whose social horizon is small into the by-paths of philanthropy, and we have heard it given as one of the attractions which cause so many young men to enter the medical profession in the hope of becoming "consultants." There are benevolent people with a sincere desire to be of use to their fellow creatures who have not the capacity or the patience to make friends with those to whom

they are drawn by pity and not by common interests. They had rather that their *protégés* as soon as they have done what they can for them, and they are ever ready to expend their energies upon new material. If they are women, they had rather do anything in the world than philanthropic work in a country village, but they will work themselves to death among the seething mass of the town poor. If they are doctors, nothing short of dire necessity would take them to a country practice, but in a town consulting-room they never pass an hour of ennui.

For a few elect souls in all classes strangers seem hardly to exist. They are instantly at home with all whom they may come across. They seem more at ease in whatever surroundings than the ordinary man and woman, and sometimes one is tempted to wonder whether this is really their first life on earth, or whether stored somewhere in their minds beyond the power of the memory to bring to light there exists a hoard of social experience. They seem never to be exactly old or exactly young. They are typical of no class, and as a rule somewhat oblivious of those social distinctions a nice interest in which tends always to produce ignorance of human nature. The cant of the modern comfortable, whose existence they make every effort to preserve, fills them with amazement and consternation. For them the charm of every new day is its familiarity. They are the real men and women of the world, for whom time goes too quickly, and whose only regret with life is its inevitable end.

## NAVAL SCANDALS.

## CONTRACTORS IMPERIL SAFETY OF A BATTLESHIP.

Severe comments on the manner in which a firm of contractors carried out a portion of their work on the battleship *Edward VII.* appear in the First Report of the Committee on Public Accounts on the Navy Appropriation Account 1906. The Committee accuse the firm of "a gross and deliberate piece of deception" in regard to the rudder casting supplied to the vessel.

"It appears," says the report, "that twelve months after this order casting was received, and built into the ship the Admiralty were informed by a dismissed employee of the firm in question—the Ayrshire Foundry Company—that on a certain Sunday the management collected some of the hands, and by means of electric welding concealed a large fault in the casting. An examination of the man's story showed prima facie evidence that such a defect did exist, and the Admiralty decided that the casting must be replaced. The firm offered to replace the casting by a new one. This offer was accepted, but the second casting was full of flaws and defects, and a third proved no better. The Admiralty then decided that the casting should be made in the dockyard, and the cost charged to the contractors. This was done, and the balance irrecoverable of £48 represents the extra cost of fixing the new casting.

"The pecuniary loss in this case was small, but the conduct of the firm would appear to have offered proper matter for a prosecution for fraud and your Committee, on the evidence before them, do not understand why some attempt was not made to bring these persons to trial. It is stated that the firm strenuously denied the existence of any defect in the first casting, but when after some months the ship was opened up and the casting removed the defect spoken of by the informer was discovered. Again, it seems that for some purpose, when the work was a good and proper remedy in case of flaws, but if the firm held this opinion it was unnecessary to do the work secretly on Sunday—and when the Admiralty inspectors were not on duty.

"The loss of Admiralty orders," said the Committee, "and the rumours of this particular transaction brought such financial loss to the Ayrshire Foundry Company that it shortly became bankrupt. Your Committee hope that it will not again be their duty to investigate a case where a British firm for any commercial advantage will callously hazard the lives of hundreds of their fellow countrymen.

Attention is also called to "an unusual procedure" in connection with the contract for H.M.S. *Invincible*, Indefatigable, and Indomitable, for which (without Treasury sanction) no competitive tenders were invited. The Admiralty explained that they particularly desired to keep the designs of this class of vessel secret as long as possible, and therefore only invited three firms of proved merit to tender. Moreover, they compared the tenders with their own estimates, and finding them "practically identical," they accepted them. On this the Committee state that they "give due weight to the importance of keeping the design of these vessels as secret as possible, but they desire to point out that when any such departure from the usual practice is proposed the sanction of the Treasury should at once be sought. It is argued that in favour of the proceeding are not good enough to influence the Treasury at the time, they can be of little value when offered as excuses after the event."

The case of secret commission paid to four stewards (who have since retired on pension) in one of the *Arcturion* is also referred to. "This case," says the report, "accidentally brought to light grave irregularities which were very properly made the subject of severe disciplinary measures, upon which your Committee offer no criticism, but they recommend that by the display of notices or other means more care shall be taken to impress upon all employees the galling and danger of accepting or offering any kind of commission." The stewards received from the contractor 5 per cent. on all the clothing examined, the payments amounting to £66. When called upon to explain, the contractor stated that "he thought it was the custom," and the men pleaded "that they were doing what their predecessors had done. Both these statements, the Committee state, appear to be untrue. The Admiralty by an alteration in the wording of the contract have made it clear that the contractor must avoid such practices in future, and the question of more closely warning all employees against the acceptance of commissions will be brought before the Board for consideration. The "disciplinary measures" referred to are mentioned by the Comptroller General in his report issued last February. They include the stoppage of the men's pensions for a year and the removal of the contractor's name from the Admiralty list.

Another matter which also called forth the criticism of the Comptroller-General was the unauthorized sale of Government ammunition by private persons. The Committee tell the story, and comment upon it as follows:—  
"A general dealer at Portsmouth was discovered to have in his stock 38,500 cartridges for use with the Morris tube, and of this amount 22,400 were marked Government property. It appears probable that this ammunition was sold to him in small lots by men who had pilfered it at the ranges, and steps have now been taken to safeguard the ammunition issued for practice,

Your Committee would suggest that the legality of selling Government stores in this way should be tested by a case in the courts, and that if a conviction is secured steps should be taken, by advertisement or otherwise, to warn all persons from engaging in such traffic."

## FROM PEKING TO PARIS.

[BY HARRY DE WINDT.]  
Once made the overland journey from Peking to Paris by the aid of camels, horses, and mules, leaving the Chinese capital on June 28th, I travelled by the samovite, and at the same season, as the "Automobile Expedition," now on the way from China to France. Over ordinary roads, the motor should accomplish this journey of 5,000 odd miles far more rapidly than I did, but these intricate machines were scarcely designed for work in the wilds and may not therefore boast a humble record of 122 days. In any case, I doubt whether they will cover the distance in "from three to four weeks" which has been estimated as the time for its accomplishment.

From Peking to the Great Wall of China I journeyed for five days in a mule-litter, a mode of conveyance rendered compulsory by the hopeless nature of the road. No one ever attempts to negotiate the latter on wheels, for it is a mere track, in places honeycombed with holes, deep ruts, and quagmires, alternating with stretches of soft yielding sand, in others irrigated rice and millet fields. As I anticipated, the first serious stumbling-block encountered by the "chauffeurs" has been the Cha-Ho bridge—which consists of huge granite blocks piled up anyhow out of the river, where our mules continually fell headlong on the slippery uneven rocks. The cars must have fared badly here, for even my light, pliable mule-litters were almost dashed to pieces. A similar bridge is encountered a short distance from this one, but both these are minor difficulties compared with the obstacle which (about forty miles from Peking) bars the way to Mongolia, viz., the formidable Nankow Pass. Before reaching this I traversed the city of Nankow, and my reception was anything but cordial, the litter being occasionally pelted with stones and rubbish, for no apparent reason. It took me over two hours to get clear of the place, for even a village in this part of China is generally about the size of Birmingham—and the streets of Nankow were densely crowded. The road is about thirteen miles in length, and the road is simply the bed of a dried-up stream, rendered almost impassable by huge rocks and boulders. In autumn heavy rains convert this natural thoroughfare into a mighty extruded, often destructive to life and property. Precipitous crags overhang the defile, and falling rocks have so obstructed the road that I was compelled to walk and lead the front mule while the litter rolled about like a ship in a storm. A stiff climb and descent of about five hours brought me to a "plateau," where I travelled over hard and level ground to another ravine where the track is roughly hewn out of the solid rock. Here we crept carefully along for some hours, now only a few inches, now a hundred feet or so above a foaming torrent, for there was no guard-rail, and the way was barely wide enough for a mule. Having safely negotiated this we travelled, with comparative ease, across fertile plains to the town of Kalgan, by the Great Wall of China, and on the confines of the great Gobi Desert.

From Kalgan to Kiakhta (on the Siberian frontier) is about 800 miles, and I now rode in a camel cart. This portion of the Gobi is scarcely to be called a desert, for there are only about 50 miles of deep sand midway across (it was over the axle of my camel cart and the rest of the way is seldom devoid of vegetation, from rich pasture to withered scrub. Fourteen days of grassy plain, four days of loose drifting sand, interspersed with two rocky ridges about 300 feet high (so steep and rough that we could scarcely get the carts over), and five days of gravelly soil thickly covered with the sharp transparent pebbles which Gobi is famous for, such is a brief description of my camel cart journey across the desert to Urga.

Crossing the sandy portion we encountered one of the violent sandstorms, which are dreaded by the Mongols, for they occasionally destroy an entire caravan. For three hours we lay helpless before the fury of the tempest, and after it, we almost buried beneath gigantic sand-drifts. During this twenty-three days' journey we passed only four "Yartas," or Mongol temples, while the walls were about twenty to thirty miles apart, and their water generally brackish. The natives both here and at Urga were friendly and even hospitable, and there was no lack of food in the shape of antelope and wild fowl.

This desert journey will probably be fairly easy for the cars—if we except the rocky ridges afore-mentioned (which are unavoidable, and the crossing of the deep sand occupied nearly a day), and a region of enormous molehills two to three feet high, where my camel cart was continually overturned. It took me an entire day to get clear of these which, like the rocky ridges, cover such a large extent of country that they cannot be circumvented.

At a distance Urga creates a pleasing impression with its green hills, blue and grey temples, and gaudy prayer flags. It is a city of tents, with a fluctuating population of from fifteen to twenty thousand inhabitants—mostly pilgrims who travel here from far and wide to do homage at the shrine of the Kootouka, a living God of the Buddhist faith. But Urga is a dismal place, notwithstanding its gay exterior, for, even on the brightest day, a depressing stillness reigns, broken only by the melancholy chant of priests, and the eternal creaking of a thousand prayer-wheels. The death and a future state are the chief topics of conversation in this weird city, and the fact that the dead are never buried, but thrown pole-mule on a piece of waste ground adjoining the principal square does not conduce either to the gaiety or health of the ever-changing population. Three mountain ranges must be crossed between this and Kiakhta, also two broad and rapid rivers—the Kharra and Irul. The mountains were so steep that bullocks were substituted for camels, and I only crossed them with great difficulty. Indeed, the second range was about the steepest bit of mountain work I have ever done—and infinitely worse than the Nankow Pass. In this region I suffered severely from mosquitoes and sand-flies, which, combined with hard physical labour (for I frequently had to turn to and help to pull the carts over the worst places) rendered this the most trying and unpleasant portion of the desert journey. The Kharra River was formidable, but the crossing of the Irul, much swollen by heavy rains, nearly resulted in the loss of one of my carts. This river is nearly a mile broad, and runs like a mill-race, and if the rotten, insecure ferry was unable to sustain the weight of a lightly-built camel cart, how will it behave under a metal-laden motor! But precautions have perhaps been taken to ensure the safe transit of these across the Irul—one of the most serious obstacles of the entire journey. From here to Kiakhta I traversed a level, flat, sandy region which presented no special difficulties, and on the 22nd day out from Peking I entered the Russian Empire at the frontier town of Kiakhta.

While crossing Siberia I encountered heavy rains, and floods were my bugbear, for they sometimes detained me for days in some filthy post-house surrounded, like an island, by a waste of waters. Let the reader picture an English ploughed field after a week's steady downpour, and he will form some idea of the Great Siberian Ice Road in wet weather, of which there is plenty there in summer time. I frequently had to drive through miles of water, well above the axes of the Tarantass, which occasionally plunged even deeper into holes and inequalities from which it was only extricated with difficulty. But this trouble I may now be avoided if, as I imagine, the motor men are permitted to utilise the Trans-Siberian Railway. In any circumstances, however, this may well be called a stupendous undertaking, and the enterprise, pluck, and endurance of those who accomplish the feat should certainly entitle them to rank among the foremost explorers of the day.

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